

## **Betrieb besetzen? Eine Debatte hat begonnen...**

Im Osten Johannesburgs hatte die Firma Santini Zulieferproduktion für die Omnibusse Afrikas geleistet: die Arbeiter allerdings hatten seit März ihren Lohn nur noch unregelmäßig bekommen, trotz eines Großauftrages aus Gabun und eines weiteren aus Kapstadt. Am ersten Maiwochenende wurde dann, mehr oder minder zufällig, beobachtet, wie Maschinen aus der Firma abtransportiert wurden... zu teuer sei die Produktion - vor allem, nachdem das Unternehmen vor kurzem mit dem Plan scheiterte, den ersten Schritt zum Ersatz der Stammebelegschaft durch Zeitarbeiter zu machen: die Belegschaft wehrte sich erfolgreich dagegen. Und diskutiert jetzt, nachdem der weitere Abtransport verhindert wurde, die Besetzung und Weiterführung des Betriebs, zumal die ersten Kontakte zu Kunden positiv verliefen. Ausser Löhnen schuldet das Unternehmen auch noch Sozialabgaben, Gewerkschaftsbeiträge und andere Sozialkosten, die zwar eingesammelt, aber nie bezahlt wurden...Die Pressemitteilung der NUMSA "Debt-ridden bus manufacturer disappear owing staff millions of rands in wage payments and unpaid pension fund contributions" vom 8. Mai 2009:

## **Debt-ridden bus manufacturer disappear owing staff millions of rands in wage payments and unpaid pension fund contributions**

If you have never experienced workers' take over of collapsed companies suggestive of the invasion of bankrupt industrial plants in Argentina, come and observe it at Santini bus body manufacturer in Springs, East of Johannesburg.

The controversial bus body manufacturer has disappeared after having subjected employees on three-weeks lay-off, ostensibly to counter global financial crisis which had impacted negatively on its operation.

After repeatedly failing to pay permanent employees their weekly wages since March 2009, and ultimately laying-off staff in short-time, the employer has disappeared into thin air leaving a trail of debts, including pension, unemployment fund and union subscription contributions, the management secretly took away company equipment and furnishes before workers reported for work this week.

Left high and dry, the employees are strongly contemplating the company takeover with immediate effect and run the bus building operation service themselves as they maintained contact with the clients.

When confronted by workers and union officials who caught the management transporting goods out of the company, senior executive Hannes Koetsee, pleaded poverty and urged the union to speak to company lawyers, also alleging that the broke company had been evicted from the premises.

The business owner has been played disappearing acts when workers and union officials visited his office to inquire about employees' wages. Recently, the company was ordered by the Motor Industry Bargaining Council (Mibco) to withdraw the services of the 88 contract workers employed under the labour broker in favour of 86 permanent employees, some of whom have been employed for more than 20 years in the bus company.

The company had vociferously refused to remove contract workers, saying it owed the labour broker more than a R1 million in unpaid fees.

Even though, the company had reportedly won big tenders from Gabonese government and Eastern Cape Development Corporation (ECDC), it has failed to pay employees' year end bonuses since last December, 2008.

For further information contact:-  
Alex Mashilo, Numsa national spokesperson  
Mobile : 082 9200308  
E-mail address: alexm@numsa.org.za